FRONT OF AIRPLANE
RIGHT SIDE (SEEN FROM INSIDE)
TOPDECK CHANNEL INSTALLATION
HALF SIZE
LEFT SIDE (SEEN FROM OUTSIDE)
22212-23
22212-26
22212-22
22202-12
22212-24
SERIAL NUMBER PLATE
INST. 21002
DESK LUGS INST 22002
FIG. 15
FULL SIZE
FORM TO FIT TAILPOST
℄ AIRPLANE
CLAMP PRESSED INTO WOOD STRINGER
TYPICAL INST. OF STRINGER TO ARCH CLAMP
FULL SIZE
REAR WING HINGE FITTING LEFT SIDE
FRONT OF AIRPLANE
3 TACKWELDS EACH SIDE OF CHANNEL
SECTION J-J
FULL SIZE
CHANNEL 22222-24 LOCATED TO ALLOW 1/8 CLEARANCE BETWEEN UPPER & LOWER DOOR CHANNEL (RIGHT SIDE ONLY)
SUB-ASSY
DOOR HINGE INST. 22072
ENCLOSURE WINDOW STOP INST. 21021
VIEW A-A
SECTION K-K
FULL SIZE
SECTION E-E
FULL SIZE
SECTION B-B
BRACE
℄ OF AIRPLANE
.093 HOLE
CSK. 82°-3/16
#3 WOOD SCREW
4 REQ'D
TYPICAL INST OF INSPECTION OPENING CHANNELS TO TURTLEDECK SIDE STRINGER
FULL SIZE
FILLED WITH PLASTIC WOOD
22231
FOR INST. SEE FIG. 15
SEE FIG. 1
SECTION H-H
FULL SIZE
SECTION O-O
-5 DETAIL SEE NOTE 8
FULL SIZE
CHANNEL TO BE FLUSH WITH OUTSIDE OF CLUSTER
CHANNEL -13 LOCATED TO ALLOW 3/16 CLEARANCE WITH DOOR (RIGHT SIDE ONLY)
WINDOW GUIDE CHANNEL INST 21773
LEVELING POINTS INST 22841
SEE FIG. 12
SEE FIG. 13
HORIZONTAL REF. LINE
SECTION N-N
FULL SIZE
FIG. 8
FULL SIZE
SEE FIG. 8
SEE FIG. 9
SEE FIG. 11
SEE FIG. 10
SEE FIG. 14
FUSELAGE FRAME AND SUPERSTRUCTURE-SEE NOTE 1
TACKWELDS INDICATED THUS ARE 1/4 IN TACKWELDS, SPACED 2 1/2 IN. APART
CARBURETOR HEAT CONTROL BOX BRKT INST. DWG 21472
STABILIZER INDICATOR COVER & SWITCH BOX BRKT INST. 21582
TAPE ON RIGHT SIDE ONLY
LOWER DOOR HINGE INST. 22012
SEAT BACK UPPER BELT FITTING INST 21983
UPPER STABILIZER BEARING SUPPORT
SAFETY WIRE
.093 HOLE
FIG. 12
FULL SIZE
FIG. 1
FULL SIZE
SECTION D-D
FULL SIZE
FIG. 9
FULL SIZE
FIG. 10
FULL SIZE
FIG. 11
FULL SIZE
FIG. 3
FULL SIZE
FIG. 2
FULL SIZE
BRAZE
SAFETY WIRE
1" SQUARES
SECTION F-F
3" = 1 FT
SECTION C-C
HALF SIZE
℄ OF AIRPLANE
RIGHT REAR LANDING GEAR FITTING
SECTION L-L
FULL SIZE
SAFETY WIRE
TYPICAL SIDE STRINGER INST.
FULL SIZE
.093 HOLE
SECTION M-M
FULL SIZE
CHANNEL FORMED OVER STRINGER AS SHOWN
INTERSECTION OF CHANNEL & STRINGER WRAPPED WITH TWO LAYERS OF MASKING TAPE
SAFETY WIRE
SECTION G-G
FULL SIZE
-10 DETAIL
HALF SIZE
-17 DETAIL
HALF SIZE
FIG. 14
FULL SIZE
FIG. 13
FULL SIZE
FLAT PATTERN OUTLINE
-13 & -18 DETAIL
-18 L.H. SHOWN
-13 R.H. OPPOSITE
HALF SIZE
FLAT PATTERN OUTLINE

NOTE 1. THIS DRAWING APPLIES TO MODEL L-4A SERIAL NO.10339 AND UP. 21966-15 WILL HEREAFTER SERVE AS THE L-4A FUSELAGE FRAME AND SUPERSTRUCTURE ASSY. NO.

2. JOINTS BETWEEN CHANNELS OR BETWEEN CHANNELS AND SUPERSTRUCTURE FITTING MAY BE BRAZED. ALL JOINTS TO FUSELAGE MEMBERS OR FITTINGS TO BE WELDED.

3. ALL STRINGER WIRES CONTACTING FABRIC IN COCKPIT TO BE COVERED WITH SHORT PIECES OF MASKING TAPE.

4. PARTS MARKED L USED ON LEFT SIDE ONLY
PARTS MARKED R USED ON RIGHT SIDE ONLY

5. BOTTOM LONGERONS TO BE BOWED 1/4 TO 3/8 DOWN & OUT FROM CENTER LINE OF FUSELAGE IN LAST THREE BAYS ONLY.
TOP LONGERONS TO BE BOWED OUT 1/16 TO 1/8 FROM CENTER LINE OF FUSELAGE

6. CHANNEL 22222-39 SHALL COINCIDE WITH WING RIB OUTLINE, SHOWN ON DWG. 13814.

~~7. PARTS MARKED THUS A ALSO ON 24096 (MODEL J3)~~

8. -5 NOT USED ON MODEL L-4A. FOR MODEL, PER SHIP, AND NEXT ASSEMBLY REFERENCES SEE DWG. 24096 (FOR DIMENSIONS SEE "-5 DETAIL" ON THIS DRAWING)

LIMITS, SHOP PRACTICES AND FINISH, UNLESS OTHERWISE NOTED, TO BE IN ACCORDANCE WITH PIPER SPECIFICATIONS 89 AND 910.

PART NO	NO REQ	SIZE	DESCRIPTION / MATERIAL
85021	DWG. REF. ONLY		WOODEN STRIP SECTION
84511	DWG. REF. ONLY		CHANNEL SECTION
-5	SEE NOTE 8	8 LONG	PIPER SECTION 84511
22222-47	1		CHANNEL
22072	1		HINGE INST.
22841	1		LEVELING POINTS INST.
22012	1		HINGE INST.
22002	1		DESK LUGS INST.
21983	2		BELT FITTING INST.
21582	1		STAB. IND. COVER BRKT. INST.
21472	1		CARB HEAT BRKT. INST.
21773	1		WINDOW GUIDE INST.
21002	1		SERIAL NO. PLATE INST.
21021	1		STOP INST.
81172-27	2		LUG
22222-32	2		CHANNEL
22222-22	1		CHANNEL
	1	3/4 × 10 LONG	FRICTION TAPE
		.040 or .032 × 120	BRASS SAFETY WIRE
#3	4	1/2 LONG	FLAT HD. WOOD SCREW
	2	18 GA × 1/2 L	WIRE NAIL
#8-32	3	1 LONG	RD. HD. MACH SCREW
-18	1	.032 × 1 7/8 × 24 1/2	#1025 STEEL
-17	1	157 L.	PIPER SECTION 85021
80002-12	4		CLAMP
81272-30	2		GUSSET
23891	2		ANGLE
23881	1		CHANNEL
23661-1	1		STRIP
23661	1		
23262-6	1		STRINGER
23262-5	1		
23262-4	2		
22762-22	2		CHANNEL
22762-21	2		
22762-19	2		
22331	1		SUPPORT
22212-28	3		CHANNEL
22222-45	1		
22222-39	2		
22222-38	2		
22222-37	2		
22222-36	1		
22222-35	2		
22222-34	2		
22222-33	2		
22222-31	1		
22222-30	2		
22222-29	1		
22222-27	2		
22222-26	2		
22222-25	2		
22222-24	2		
22222-21	1		
22222-19	2		
22222-18	3		
22222-11	2		
22222-10	4		
22212-31	1		
22212-30	2		
22212-29	4		
22212-24	2		
22212-23	4		
22212-22	1		
22202-15	1		
22202-12	1		
22231	2		FAIRINGS
22031-3	2		FORMERS
22031-2	2		
21951	1		STRIP REAR
21921	1		STRIP FRONT
21911-9	1		STRIP
21911-4	2		
21911-2	1		
21872	2		FAIRING TUBE
21861	1		TURTLE DECK ARCHES
21852-6	1		
21852-5	1		
21852-4	1		
21852-12	1		
21346-81	1		FUSELAGE FRAME
-16			SUB ASSY CONSISTS OF 22202-12, 22202-15 22212-21 22212-22, 2 OF 22212-24, 3 OF 22212-23, 2 EACH OF 22222-39, 22222-24 22222-38, & 3 OF 22222-18
~~-3~~			~~SUB ASSY CONSISTS OF 2 EA OF 22222-19, 22222-25 22222-27 22222-30~~
-13	1	.032 × 1 7/8 × 24 1/2	#1025 STL.
-10	1	159 L.	PIPER SECTION 85021
-9	2	1/8 × 3 7/16	#1010 C.F. STEEL WIRE
-7	1	3/32 × 1 1/4	
-14			THESE PARTS ARE OBSOLETE SEE OBSOLETE DWG OF SAME NO. DATED 1/27/42
-12			
-11			
-8			
-6			
-4			
-2			
-15	1		SEE NOTE 1

SCALE 2" = 1 FT & NOTED
TOTAL WT. 185 .68 7695

LET	REVISION	DATE	BY
AO	J3 MODEL REF ADDED FOR -17	6-27-46	L.R.
AN	SECTION A-A REVISED	7-25-45	R.T.
AM	35° WAS 45°	6-7-45	L.D.B.
AL	4 REQ WAS 5 FOR 22222-10	10-3-44	L.B.W.
AK	No. REQ. 1 WAS 2	7-6-44	L.M.M.
AJ	NA 24266 WAS 53656	6-23-44	L.D.B.
AH	VIEW REVISED	4-22-44	R.D.R.
AG	-18 ADDED, 1 REQ'D WAS 2 FOR -13	4-22-44	R.D.R.
AF	NOTE, 3/8, 1/2, 1 DIMS. REM.	2-15-44	A.I.N.
AE	18 GA. NAIL WAS 19 GA.	2-15-44	A.I.N.
AD	SPEC. REV. TO INCLUDE 85021	2-3-44	R.R.
AC	-17, -10 & -17 DETAIL ADDED	2-3-44	R.R.
AB	VIEW A-A REV.	2-3-44	R.R.
AA	.040 ADDED AS ALTERNATE	2-3-44	R.R.
Z	PLAIN NUT & LOCK WASHER REMOVED	2-3-44	R.R.
Y	FIG. 4 & #4-32 MACH. SCR. REM.	2-3-44	R.R.
X	SEC. M-M & VIEWS REVISED	2-3-44	R.R.
W	FIG. 7 CANCELED	2-3-44	R.R.
V	DIMS. ADDED	2-3-44	R.R.
U	DIMS. REVISED	2-3-44	R.R.
t	22212-21 REM., 1 OF 22212-25 ADDED	1-24-44	L.R.
s	21966-3 CANCELED	12-15-43	L.R.
r	NOTE 8 ADDED	12-7-43	R.F.
q	-5 REINSTATED, -5 DETAIL ADDED	11-17-43	R.F.
p	3/16, 90° DIM. & FIG. 15 ADDED	12-1-43	K.R.K.
n	WEIGHT ADDED	11-10-43	L.R.
m	22231 WAS 22041	11-1-43	F.J.D.
l	NOTE 7 ADDED	10-27-43	R.F.
k	NOTE REVISED	10-15-43	C.E.K.
j	-19 DETAIL ADDED, 24 1/2 WAS 25	10-15-43	C.E.K.
h	SEC LINE F-F RELOCATED	8-19-43	R.E.T.
g	1010 C.F. STL. WIRE WAS WELDING ROD	7-30-43	C.E.K.
f	81172-3 ELIMINATED	7-30-43	C.E.K.
e	9 3/8 DIM. ADDED	7-20-43	M.G.S.
d	FIGS 13 & 14, 3/4 ADDED	6-23-43	C.E.K.
c	REDRAWN & REVISED	4-1-43	R.T.M.

MODEL	PER SHIP	NEXT ASSEMBLY	SUPERSEDES	SUP. BY
L-4A		24266		

FUSELAGE FRAME AND SUPERSTRUCTURE ASSY

PIPER AIRCRAFT CORP.
LOCK HAVEN, PENNA.

DRAWN	CHECKED	APPROVED
McRAE 4-1-43	L.E.K. 4-8-43	

21966